

Mails.

NORDDEUTSCHER LLOYD.

BREMER.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	THURSDAY, 16th Sept. 9 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"LUTZOW" Capt. C. Dewers	About WEDNESDAY, 22nd Sept.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"DERFFLINGER" Capt. E. Zachariae	SATURDAY, 25th Sept. 4 P.M.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.....	"PRINZ SIGISMUND" Capt. D. Leuz	FRIDAY, 8th Oct., Daylight.
YOKOHAMA and KOBE.....	"CONRENZ" Capt. H. Raegener	About SATURDAY, 16th Oct.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	SYDNEY.....	X	31st Sept., P.M.
MARSEILLES, VIA PORTS.....	POLYNESIE.....	BIOC	28th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	TOURANE.....	Lancelin	11th Oct., P.M.
MARSEILLES, VIA PORTS.....	OCEANIE.....	Sellier	12th Oct., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £47.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1900. [46]

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—
THE COMPTROLLER DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1900. [183]

TO LET.

No. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1900. [408]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 102, DES VAUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1900. [51]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1900, the rates of Subscription to the "Hongkong Telegraph" (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)
There will be no rebate to Missionary Subscribers as heretofore.By Order,
THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1900. [44]

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THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 22nd December, 1900. [44]

OP-UM-SMOGLING.

SUSPECT SHADOWED BY CHINESE DETECTIVE.

A Chinaman giving the name Liew Seow was arrested in Tanjong Pagar Road, this morning, at about 4.40 o'clock, carrying a basket containing 110 tablets of chandu, value at \$330, which he is suspected of having been attempting to smuggle into Batavia; reports the Straits Times of the 7th inst.

He told the third magistrate this morning, that he was a stoker on a French steamer plying between Singapore and Batavia. An old friend of his met him in Sago Street yesterday, and asked him to carry the parcel on board the steamer, saying that he himself would come on board later and receive it. Accused received \$5 for his trouble.

Chinese Detective 156 said that an informer told him, yesterday morning, that a Chinaman was going to smuggle chandu to a steamer, and that he had done before. Witness went with the informer, and kept on the watch from yesterday afternoon till this morning, when he caught accused in the act. He followed him from a house in which the chandu was said to be secreted to the neighbourhood of the dock premises. The man was walking very fast and witness shouted to him to stop. Instead of doing so he dropped the basket and ran, but witness soon overtook him.

The Farm's tester stated that the chandu was not that of the Singapore Farm, but looked like that of the Hongkong Farm. It weighed 110 tablets and was worth \$330.

Accused was fined \$1,000 or, in default, sentenced to six months' rigorous imprisonment.

PAINT-BEARIED V. C.'S.

HEROES WHO FAINT AT THE SIGHT OF BLOOD.

MUTINY VETERAN'S FEAR.

A story of two brothers who always fainted at the sight of cold blood, though both won the Victoria Cross in the Afghan war, was told by Sir F. Lauder Brunton in his evidence before the Departmental Committee on Coroners. If they saw a drop of cold blood, said Sir Lauder, they would fall to the floor unconscious. Hot blood did not affect them.

This statement is corroborated by a gallant colonel, one of the last surviving officers of the 32nd Regiment, who received the Victoria Cross for distinguished service during the defence of Lucknow.

It is a fact I am wholly unable to explain, he said, discussing the subject, but notwithstanding, all the terrible slaughter constantly around me during the Mutiny, I lived in fear of the sight of cold blood. I cannot say I have actually fainted at the sight of it, but my feelings in the calm events of life are such that I feel if you cut your finger in my presence, I should be so overcome as to be unconscious.

Yet here is the same officer, whose deeds of gallantry, when a lieutenant of the 32nd, occupied nearly the two whole pages in Lieutenant-Colonel Kadly's and Major Elliott's joint volume, "The Victoria Cross Heroes."

I cannot explain it, except it be that in the height of warfare a man's personal sensitiveness is completely overshadowed. Though I shot many a rebel in the defence of Lucknow, and was several times smothered with the blood of men killed beside me, yet I am too faint-hearted to see even an animal led to the slaughter.

This is the confession of an officer who received the Victoria Cross for a most daring feat in gun spiking. The battery he had to carry contained two guns, the embrasures of which were closed with sliding shutters, and the battery was protected by high palisades. He removed the shutters of one of the embrasures, sprang first into the battery, shot the sentry dead with his revolver, and both guns were spiked.

On one occasion, said the veteran, I was working a gun when a bullet went right through the head of the man on the opposite side of the breach. On another occasion I was commanding a position called Sheepwash, when a bullet came through the loophole and struck the man beside me right in the neck. His blood gushed all over me. Yet I was quite calm and undisturbed in the discharge of my duty.

Fainting at sight of blood, writes a medical correspondent, is due to impulses, called into being by the emotions, passing down the vague nerves which control the beat of the heart.

These men who fainted at the sight of blood were able to resist its effect in time of battle because in the excitement of the moment the brain had no space left for generating the excessive emotions which ordinarily led to the fainting.

The woman who loses consciousness at the sight of a mouse is not necessarily a coward. She may be very brave indeed, yet she suffers from the idiosyncrasy of having her emotions so excessively stimulated by the sight that her common sense which assures her the mouse is quite harmless, is temporarily overpowered.

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVERT, CAINE ROAD, begs to appeal to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPERS, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 11th April, 1900. [71]

Public Companies.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, on SATURDAY, the 25th September, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 30th June, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th September, 1900. [647]

GREEN ISLAND CEMENT CO., LTD.

AN INTERIM DIVIDEND of Thirty-five cents per Share for the Six Months ending 30th June, 1900, will be payable on the 25th September, 1900, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOK of the Company will be CLOSED from the 15th instant to the 25th September, 1900, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 6th September, 1900. [640]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship.

"NICOMEDIA,"
Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th September, 1900. [653]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M., the 14th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LD.,
General Managers.

Hongkong, 11th September, 1900. [6]

SS. "OCEANIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex S.S. "Godown," in connection with above Steamer are hereby informed that their Goods, with the exception of Transure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before MONDAY, the 13th September, at 11 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 20th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 20th September, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 13th September, 1900. [6]

FROM EUROPE.

THE H. A. L. Steamship

"LIBERIA,"
Captain Kniesel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 20th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th September, 1900. [658]

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.LONDON, GILBERT, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, East-ch. St. 166, Nanking Road.

Hongkong, 9th March, 1901.

Intimations.

Powell's

ARE NOW
SHOWINGUNIQUE
COLLECTION

THE LATEST

AND MOST

ARTISTIC

CRETONNES

PRODUCED

THIS YEAR

SUITABLE FOR

CURTAINS,

LOOSE

COVERS,

BED

AND

WINDOW

DRAPERIES,

CUSHIONS,

AND A HOST OF

OTHER PURPOSES

POWELL'S

SHOW ROOMS.

FIRST FLOOR

ALEXANDRA

BUILDINGS.

(Hongkong, 7th September, 1909)

Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the City Hall, on THURSDAY, the 23rd instant, at 5.30 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, of electing Officers, and for the ensuing year, &c.

DAVID WOOD,
Hon. Secretary.
Hongkong, 6th September, 1909. [64]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

XXX Very Old Fine \$2.50
V.O.C.B. Guaranteed 20 Years
Old 5.50

ALSO
QUINQUINA?
QUINQUINA?
DUBONNET?

FRENCH STORE,

Sole Agent.
Hongkong, 30th April, 1909. [4c]

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.,
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.50 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st April, 1909. [4c]

REGRET

You will NEVER if you

VISIT

MOHIDEEN &

THAHA

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 11st August, 1909. [64c]

Dentistry.

TSIN TI G.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Dr. M. H. ORAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL,

F. M. the University of Pennsylvania, U.S.A.

(Hongkong, 7th September, 1909)

FIRE-INSURANCE IN JAPAN.

FINANCIAL CONDITION OF THE COMPANIES

In view of the severe blows inflicted on the various fire insurance companies in Japan during recent years, capped by the disastrous conflagration in Osaka recently, it is interesting to note the financial standing of the Japanese fire insurance companies as published by the *Toyo Keizai*. The introduction of fire insurance in Japan dates back only to 1887, and though this branch of business has made phenomenal progress during the interval that has elapsed the business, financially considered, has not yet been placed on a solid foundation. The following table gives the number and amount of policies in force at the end of each of the last ten years:-

	No. of Policies.	Total Amount.	Average Value of Policies.
1898.....	88,871	¥14,486,000	¥1,603
1899.....	111,991	23,630,000	2,110
1900.....	211,837	327,054,000	1,542
1901.....	241,841	351,103,000	1,452
1902.....	281,070	427,812,000	1,522
1903.....	415,227	608,114,000	1,463
1904.....	474,255	694,416,000	1,472
1905.....	558,100	931,409,000	1,674
1906.....	741,521	1,371,883,000	1,868
1907.....	834,000	1,484,404,000	1,779

The great increase in the total amount of policies in recent years may be attributed to the construction of factories, warehouses, and other large buildings. At the same time the comparatively small figure at which the average amount of the policies remains may be explained by the fact that the cost of most Japanese buildings is low, and they are insured for only a small sum. Now it will be instructive to look into the financial standing of the insurance companies as shown by the following figures:-

	Paid-up Capital.	Legal Reserves.	Other Reserves.
1898.....	¥3,400,000	¥1,110,000	—
1899.....	3,460,000	1,514,000	—
1900.....	4,063,000	1,712,000	—
1901.....	4,061,000	1,810,000	—
1902.....	4,137,000	1,835,000	—
1903.....	5,436,000	2,170,000	—
1904.....	6,097,000	2,439,000	—
1905.....	6,449,000	2,890,000	¥4,575,000
1906.....	7,521,000	3,709,000	5,172,000
1907.....	10,626,000	4,049,000	2,995,000

During the ten years under review the total value of policies issued showed an increase of more than ten fold, but the reserve funds have not increased four fold. This state of affairs can hardly be regarded as satisfactory, remarks the *Toyo Keizai*. The revenue and expenditure of the Japanese fire insurance companies for the five years ending 1907 are shown below:-

	Premiums.	Interest.	Other Revenue.	Total.
1903.....	¥4,001,000	¥314,000	¥34,000	¥4,349,000
1904.....	4,337,000	483,000	50,000	5,170,000
1905.....	5,000,000	616,000	64,000	5,680,000
1906.....	6,449,000	846,000	86,000	7,381,000
1907.....	6,939,000	846,000	1,014,000	8,799,000

EXPENDITURE.
Paid Expenses Expenditure Total
1903..... ¥1,618,000 ¥1,135,000 ¥79,000 ¥2,832,000
1904..... 1,765,000 1,366,000 86,000 3,217,000
1905..... 1,860,000 1,593,000 1,051,000 4,504,000
1906..... 3,018,000 1,874,000 892,000 5,764,000
1907..... 6,132,000 3,067,000 1,396,000 10,595,000

From a perusal of the figures quoted above it will be seen that the Japanese insurance companies are not yet able to pay their business expenses out of the interest accruing from the funds in their possession, and that the expenditure is being met every year out of the premiums collected. It is not surprising, therefore, whenever an extensive conflagration overtakes the companies, they are involved in considerable financial difficulty. The accounts for 1907 show a deficit of more than ¥800,000, owing to the Osaka fire. Since then there have been disastrous fires at Niigata and at Osaka, and there is little doubt that when the returns are published, these fires will be found to have proved serious blows to the insurance companies. The most serious defect of the fire insurance business in Japan is that it is not founded on a solid and scientific basis. The rate of premiums charged is of a more or less haphazard nature, and is subject to constant change. If fire insurance is to be conducted in the precarious manner characterising it at present, concludes the *Toyo Keizai*, it will soon be time to think about the advisability of a municipal or State monopoly of the business.—*Japan Chronicle*.

Intimations.

THE
CHINA PROVIDENT LOAN—AND
MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th March, 1908. [4c]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14, D'AGUILAR STREET,

HONGKONG

(Hongkong, 1st September, 1909)

Intimations.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the under-mentioned Timber Materials for one year from 1st October, 1909, viz:-

TRAK
AMERICAN FIR or
OREGON PINE
CAMPHOR WOOD
HARDWOODS

BAULK, THICKSTUFF,
SCANTLING, PLANK,
AND BOARD.
OREGON SPARS.

Forms of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer, H.M. Naval Yard. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till noon on 2nd prox., should be sealed and addressed to the Naval Store Officer, H.M. Naval Yard.

The lowest or any Tender will not necessarily be accepted.

Hongkong, 13th September, 1909. [65d]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass the Chinese examination, and possesses of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 6th September, 1909. [63d]

OSMAN &

CASUM,

1 & 8, D'AGUILAR STREET.

JUST UNPAKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

4th May 1909 6th September 1909 [17]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:-

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co.

25th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong 4th Avenue, 1909 [12c]

For Sale.

FOR SALE

AT

GRACA & CO.

27, DES VOEUX ROAD.

VIEW Post Cards and Asiatic Postage

Stamps.

Novels, Books for parlour and household

use.

"The Doctor at Home"—1909 edition.

Prayer Books, Religious Pictures, Pendants,

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Large Assortment of Albums for Stamps and

Post Cards.

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Self, Stanley Gibbons, Scott and Tallies.

Stock Books, Duplicates, Pocket Books,

Transparent Envelopes.

Movable Leaf Albums, Tweezers, Magnifying

Glasses, Perforation Gauges.

Water Mark Detector.

Massey's Commercial Map and Directory.

Inspection invited.

Hongkong, 6th September, 1909 [4c]

HONGKONG AVERAGE MARKET PRICES.

Corrected 21th September, 1909, 100 cts. per 5 Mts.

BUTCHER MEAT.

Best sirloin and prime cut—Mai Lung Pa 20

Corned—Ham Ngau Yuk 20

Roast—Shio 18

Breast—Ngau Lam 18

Soup, Tong Yuk 18

Steak—Ngau Yek Pa 20

Sirloin—Ngau Lau 20

Sausages—Ngau Yek Chong 20

Bullock's Brains—Know per set 10

Tongue fresh—Ngau Li each 10

Comed—Ham Ngau Li 60

Head—Ngau Tau 10

Heart—Ngau Sum per lb 18

Hump, Salt—Ngau Kin 18

Foot—Ngau Keok each 8

Kidneys—Ngau Yek 10

Tail—Ngau Mei 18

Liver—Ngau Con 10

Tripe (unpressed)—Ngau To 6

Calves' Head and Feet—Ngau Chai 10

Lamb—Chai 10

Mutton Chop—Young Pal Kwat 22

Leg—Young Pal 22

Shoulder—Young Shau 20

Pigs' Chilling—Chai Chong 22

Brisket—Chai Kwat per set 22

Feet—Chai Kwat 12

Fry—Chai Kwat 25

Head—Chai Kwat 18

Heart—Chai Kwat 9

Kidneys—Chai Kwat 8

Liver—Chai Kwat 8

Pork Chop—Chai Kwat 21

Corned—Ham Chai Kwat 24

Leg—Chai Kwat 18

Fat or Lard—Chai Kwat 18

Sheep's Head and Feet—Young Tau 50

Keok 50

Heart—Young Sum each 10

Kidneys—Young Yek 9

Liver—Young Con 24

Sucking Pig, To Order—Chai Kwat 22

Suet Beef—Sang Ngau Yek 20

Mutton—Sang Young Yek 22

Veal—Ngau Chai Kwat 20

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY-GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS,

mixed with aerated or plain water
make excellent refreshing beverages.

Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG AND KOWLOON.

Hongkong, 15th July, 1909.

(28)

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$15 per annum.
WHOLELY—\$15 per annum.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On the 13th instant, at Shamone, Canton, the wife of C. F. Johnston, Assistant, I. M. Customs, of a son. Shanghai papers please copy.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 15, 1909.

THE MORPHIA HABIT.

"INFINITELY MORE DELETERIOUS
THAN OPIUM."

In a leading article, the *Singapore Free Press* says:—

It is gradually beginning to dawn on those who control the anti-opium movement in Europe that there are worse things than smoking opium to wit, morphia. In the *Christianian* of July 8, the honorary secretary of the Edinburgh Committee for the suppression of the Indo-Chinese Opium Traffic, Mr. G. S. Muir, writes at some length with reference to the morphia habit, and quotes from the evidence taken before the Straits Commission, asserting to the verdict of the report that the use of morphia by injection is "infinitely more deleterious than opium." The depth of degradation reached by the wretched victims of the morphia habit will not be credited, even in the Straits, except by those who have been brought into close contact with them. "Infinitely more deleterious than opium." And although this does not make the evils from excessive opium smoking any less, yet it alters the proportion of evil between the opium habit and others. To spend time and money in

denouncing opium, when the use of morphia is prevalent, is like a crusade against cigarette smoking by infants who live in the backless slums of Singapore, and die by the score of convulsion and preventable diseases. The risk of replacing the opium habit by the morphia is one to be brought prominently before those who hastily, though doubtless, conscientiously, oppose the former. We quote some of Mr. Muir's article, adding that the matter of legislating against morphia will shortly come before the Straits Council:—

The habit began amongst the Chinese in Malaysia, about ten years ago. It is supposed to have originated through the introduction of morphia pills, as a supposed cure for the opium habit. It spread rapidly, assuming chiefly the form of subcutaneous injection. Its ravages became so apparent, and it seemed such a dangerous enemy of the opium revenue, that an ordinance against it was passed. This checked it to some extent, but still exists. Mr. Alexander Gentle, Coroner and ex-President of the Municipal Commissioners of Singapore, when giving evidence before the Commission, said: "About two years ago, the number of corpses I found with injection marks upon them was very great indeed. The habit has somewhat decreased since, but recently

A TYPICAL CASE.

came to my notice. A man who lived four and a half miles out was found dead in his sleeping place, and every part of his body was found marked with injection scars. How did this man in that out-of-the-way place get the injection? His brother said he went regularly into Singapore, was injected with morphia, and walked to his hut. That went on every twenty-four hours. At last the day came when he had so enfeebled himself that he died."

The manufacture of morphia as an article of commerce began in Edinburgh, and at one time two firms in that city and one in London may be said to have made sufficient to supply the world. But the drug is now produced in Germany and America as well, and being thus an international problem, its restriction is more difficult. The authorities of the Straits Settlements are puzzled how to deal with the import. The post office was a usual method of communication, but measures have been taken to prevent that. Dr. D. K. McDowell, principal medical officer of the Settlements, was examined by the Commission. He said that after the passing of the Morphia Ordinance he seized enough morphia to last the Government and all the Malay Peninsula for the next ten years. When asked if he had any suggestion to make for further restriction, he said: "A lot of morphia comes from London. It could be restricted by having detectives at home to find out the different firms which send it. That is the only way we can stop it from coming here." That this is not quite a counsel of perfection is evident from the recommendation of the Shanghai Commission. They say: "We desire strongly to urge on all governments that it is highly important that drastic measures should be taken by each government in its own territories to control the manufacture, sale, and distribution of morphia." And again: "In the judgment of the Commission it is the duty of all countries to adopt reasonable measures to prevent at ports of departure the shipment of opium, its alkaloids, derivatives, and preparations, to any country which prohibits them."

Lord Crews said lately that these resolutions are not "absolutely mandatory," but they are at least reasonably commendatory to the common sense, not to say the conscience, of the average elector. Those who have been striving to suppress the sending of the deadly opium from India to China are naturally somewhat amazed to find that they are called now to agitate for the immediate restriction of the export from our own land of the still more deadly morphia. The former traffic, though repeatedly declared by Parliament to be "immoral," is, said to say, still legal; but the latter is, so far as non-medical quantities go, not only immoral, but illegal.

LOCAL AND GENERAL.

TO-MORROW and Friday being the Jewish New Year, all the Jewish offices in the Colony will be closed.

LIEUTENANT H. H. Harwood is re-appointed to the cruiser *King Alfred* (flagship of the China Squadron) on promotion for temporary duty.

THE Japanese business-men who are at present visiting the United States have consented to prolong their stay in America by one week.

THIS dividend of the Charbonnages du Tonkin, amounting to 137.50 per share, voted at the meeting on May 25 last, was payable on Sept. 1.

Owing to faults in the cables between Hongkong and Shanghai traffic exchange with Shanghai and stations north will be subject to delay.

THE P. and O. Company's steamer *India* left London 13th ult; with the following specie for Singapore:—Coins Gold, £340; and Hongkong Bar Silver, £5,000.

THE Press Association in Canton has telegraphed to the "Kuo Pao" in Peking its approval of the formation of a Press alliance proposed by that journal.

THE following paragraph appears in the *Guild Gazette*, the journal of the Imperial Merchant Service Guild:—Some years ago the Guild laid before the Board of Trade the circumstances attending the rescue of the passengers and crew of the French steamer *Toulon*, by another steamer belonging to Messrs. Butterfield and Swire. The result was that the French Government presented to the Captain, Captain James Warrack, a barometer, whilst a binocular glass, suitably inscribed, was awarded to Mr. Stuart Kelghly, one of the officers. A communication which the Guild addressed to Mr. Kelghly, notifying him of the fact, has been returned from the coast of China. Possibly this paragraph may catch the eye of Mr. Kelghly, who may not know of the award, and should it do so perhaps he would communicate with us.

Mr. John Burkinshaw, of St. Bruno, Sardinia, died, Berke, formerly of Singapore, who died on July 15, aged 68, left English property of the gross value of £35,913 6s. 7d., net £35,897 10s. 1d. He left foreign property of the gross value of £91,755, net £82,122 10s. (exclusive of immovables).

As has been already mentioned the *s.s. Soudan* will carry out the regimental reliefs in the Far East in the coming troping season, and the great bulk of the drafts from the garrisons of the same place will be brought out by the *s.s. Reva*, which will leave Southampton on Oct. 1, Gibraltar, Malta, Singapore, and Hongkong, and on her return voyage she will bring back details from North and South China.

CAPT. G. B. Mackenzie, R.G.A., on the termination of his period of service on the staff of the School of Gunnery, Shoeburyness, has been appointed to No. 83 Company, R.G.A., Hongkong. Lieut. H. S. Thompson, R.G.A., has been appointed to the Hongkong-Singapore Battalion, R.G.A. Lieut. L. R. E. Taylor, R.G.A., has been appointed to the Hongkong-Singapore Battalion, R.G.A. Capt. C. E. Ewart, R.A., has been appointed staff officer to the Colonial Force in the Straits Settlements.

THOSE who have experimented on Chinese pork should be interested in the news of the recall of the Chinese Minister at Washington, Wu-Tung-Fang. "Mr. Wu" it was reported a year ago, was in disgrace at Court for his conduct of the traditional Chinese delicacy. In his passion for vegetarianism he was said to have recommended the Dowager-Empress to give up roast pig and take cabbage instead. By following this regime "Mr. Wu" hopes to live to two hundred years, but then he is a professional humorist, and not an Ambassador of Commerce.

HONGKONG will rejoice that its former Governor, Sir Matthew Nathan, G.C.M.G., has been singled out for appointment to the Secretaryship of the Post Office. That position is a very arduous and onerous one, and in Sir Matthew the department obtains a singularly hardworking and remarkably shrewd and able official. The Post Office nearly always goes outside its own ranks for filling this appointment, and it has been well served in so doing. As someone has said, many industrious officials are set at tasks so monotonous that they cannot always see the wood for the trees.—L. & C. Express.

Mr. Crane's public utterances since his appointment indicate, says the *Journal* of the American Association, that he is fully impressed with the magnitude of the opportunity which offers for the extension of American influence in China, and that he is not unfamiliar with the character of the difficulties which he is likely to encounter in making that influence felt. The somewhat devious course of the negotiations over the participation of American financiers in the pending Chinese railway loan fairly illustrates conditions calculated to test the patience, tact, and temper of the representative of the United States at Peking.

CANTON DAY BY DAY.

POOR OUTLOOK FOR SILK CROP.

[From Our Own Correspondent.]

anton, 14th September.

On account of the long drought the mulberry plantations have been greatly damaged in Fatsan and its surrounding districts and the price of mulberry leaves has consequently advanced considerably. The excessive heat also has told severely on the silkworms, resulting in great loss to the sericulturists. The fifth crop of silk this year has an unpromising outlook and it is considered that it will be the worst for the whole year.

ENCOURAGING INDUSTRIES.
The Canton Taotai for the Development of Native Industries proposes to establish an exhibition hall in the Southern suburb, where a variety of articles, both of foreign and native manufacture, will be put up for inspection and study by the general public with a view to encouraging the people in the development of industries. Expectant Magistrate Ngai Tso Pui has been instructed to select a site on the new bund in that suburb for the building of the proposed hall.

MILITARY COMMANDER.
The Commander-in-Chief of the Land Forces, Chun Ping Chik, who came to Canton a few days ago for the purpose of receiving the two Naval Commissioners, Prince Shun and Admiral Sab, returned to Weichow on the 13th instant.

SHANGHAI TRADE.

Messrs. Ilbert and Co.'s Piece Goods Market Report says:—

A tone of strength is being imparted to our market by the rise in value of American cotton and the daily widening gap between prices ruling here compared to those asked from producing centres, the further likelihood being that the firmness now being exhibited in Manchester is only the beginning of the upward movement in values that has already commenced. India, if the ultimate out-turn of its crops is up to present expectations, is likely to become an excellent customer to Manchester as the years progress. America has a great wheat yield this year, considerably more than compensating for its short cotton crop, which must have its due effect in stimulating business in that country, besides having a more far-reaching effect as regards the whole world's trade.

When the safety of present values ruling here are fully realized in up-country outlets, it is likely that a strong buying movement will set in, that will at least have effect in reducing the difference between spot and replacement prices, and already a certain amount of speculative purchasing from stock has begun to take place. Until, however, prices here come up to an adequate level, this market can only remain an onlooker, and likelihood of its being able to secure much supplies for the spring is remote. Stocks are, however, still considerable in the majority of plain staple goods.

Canton Anti-Opium Movement.

VICEROY'S VIGOROUS CAMPAIGN.

DEADLOCK IN THE IMPORT TRADE.

[From Our Own Correspondent.]

Canton, 14th September.

The New Viceroy of Canton, H.E. Yuan Shi Hsun, is an avowed anti-opiumist. No sooner did he assume charge of office here than he declared his intention to put a stop once and for all to the evil habit of opium smoking among his subordinates. In pursuance of his policy H.E. Yuan from the first day of the 8th moon sent for the officials of all yamens and departments to see him one after another and personally questioned them closely about the work in their respective offices in order to ascertain their abilities as well as to see if any one of them is still addicted to the drug. It has even been suggested that so vigorously is the Viceroy pursuing the anti-opium campaign that he makes personal visits to the official yamens with a view of discovering opium delinquents. If it happens that any of the subordinate officials are found to be opium smokers His Excellency is determined to send them to the Government Anti-Opium Bureau and remove them from office.

MEETING OF ANTI-OPIMUM ASSOCIATION.
Yesterday, at a meeting held in the Canton Anti-Opium Association, it was stated that, during the course of last week, the detectives employed by the Association arrested nineteen opium smokers for smoking opium without the necessary wooden board licence and seized forty-two sets of smoking apparatus. The offenders have been sent to the Police authorities to be dealt with. At the meeting it was suggested that the Association should communicate with the Canton Chamber of Commerce and the Canton Self-Government Society informing them of the present critical condition of affairs in connection with the deadlock in the opium trade brought about by the import dealers of raw opium refusing to order the drug from Hongkong owing to the enforcement in Canton of the regulation having reference to the triplicate permit question and the subsequent arrest of one of the dealers. The meeting suggested that joint action should be taken to deal with one Chun Fook Cheong, the opium merchant here, who refused to apply for the permits to cover the sale of raw opium as required by the officials and whose arrest was brought about in consequence.

IN BANKRUPTCY JURISDICTION.

TO-DAY'S BUSINESS AT THE SUPREME COURT.

A sitting of the Bankruptcy Court was held in the Supreme Court this morning, the Chief Justice (Sir Francis Piggott) presiding. The following cases were dealt with:—

Re So Yui Sang.

The Acting Official Receiver (Mr. A. G. M. Fletcher) stated that at the last sitting of the Bankruptcy Court an order was made calling upon the debtor to show cause why he should not be committed to prison. He subsequently found that heavy debts had been incurred by the debtor, and there was no possible expectation to pay them. He did not wish to press the case against the debtor, as the latter was unable to engage any solicitors. The debtor had entirely speculated in land and had hoped to pay off his liabilities if land values had gone up. Debtor's discharge was suspended for two years.

Re Sang Cheong Chow (Lung Pak Pat).

The public examination showed that debtor had been a wholesale timber dealer. If no proceedings had been taken against him, he would have been able to carry on his business as usual. Two debts had been due to him, one of \$6,000 and the other of \$2,000, by persons who had gone bankrupt, which had never been paid. The allegations that debtor had removed stocks prior to going into bankruptcy were false.

The Official Receiver stated that the assets of debtor were fairly good. The statement of affairs showed that there were assets of \$15,000 against debts amounting to \$36,000.

Debtor was adjudged bankrupt.

Mr. d'Almada (of Messrs. d'Almada and Smith) made an application for lists of protecting estate and moved for payment of costs in a summary case.

His Lordship ordered the payment of \$25 and costs out of pocket.

Re Yuen Lun Him.

The Official Receiver stated that debtor had carried on a business as contractor for a period of six years with a capital of \$4,800. He stood guarantor for the contractors to the Robinson Piano Company, in the sum of \$5,000. The latter absconded, as a result of which, a meeting of creditors was held last year and a composition of 30 per cent accepted, which he paid fully. As a result, he found it difficult to get credit and had to borrow money, which he paid off his estate. The Robinson Piano Company duly brought an action to recover the amount of guarantee, which caused his bankruptcy.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.
On the 15th at 10.15 a—Red North Cone and Drum hoisted.

At 12.15 p.—The typhoon has moved rapidly Westwards since yesterday and has reached the middle part of the Formosa Channel. It will probably enter the coast near Amoy, where the barometer has fallen with great rapidity.

Reports from Formosa and all stations to the North of Amoy are lacking.

The returns from Indo-China show that pressure is low over the Annam coast.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.W. and W. winds, strong; squally, rain later.

2.—Formosa Channel, easterly gales.

3.—South coast of China between Hongkong and Lanchow, W. winds, strong to gale.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

SANITARY BOARD.

CHINESE MEMBERS' RESIGNATION.

It will be learnt with regret that one of the Chinese members on the Sanitary Board has decided to resign. In fact, the member's letter of resignation was actually sent in to Government this forenoon. When it became known that Mr. Ho Kom Tong, the Chinese member in question, had determined to sever his connection with the Sanitary Board, a member of the staff of the *Hongkong Telegraph* called upon that gentleman to obtain verification of the report, with the result that, the news, which was discussed in a small official circle in the course of the day, was substantially confirmed. While freely conversing with our representative on the numerous topics of the day bagging the attention of the Board, Mr. Ho Kom Tong preferred not to be pried with questions when they appeared to his personal relation with that consultative assembly of Government. Pressed for the reasons which led him to a decision that must ultimately be "to the loss of the community," as our representative put it, Mr. Ho Kom Tong replied: "Pressure of business and other considerations led to my decision."

What those "other considerations" were the pressman did not venture upon an inquiry.

It was on the resignation of Mr. Fung Wa Chun that the vacant seat was offered to, and accepted by, Mr. Ho Kom Tong. That Government exercised a wise discretion in that gentleman's appointment, his short connection with the Board will have furnished abundant evidence. On many and varied occasions before his nomination to the Sanitary Board, Mr. Ho Kom Tong by his intimate acquaintance with the Chinese and the influence he is capable of commanding, has rendered services in the cause of the public health and for the benefit of the community that were worthy of more liberal recognition. His public-spiritedness is not capable of easy replacement, and if it be possible the Government will stand to gain if the retiring member could be persuaded to reconsider his decision.

INTERPORT WATER POLO.

In order to enable those in charge of the Interport Swimming arrangements to select a Seven worthy of upholding the honour of the Colony against Shanghai in the forthcoming Water Polo contest, a match has been arranged to take place to-morrow afternoon, at the Victoria Recreation Club's enclosure between the pick of the Hongkong Water Poloists. The Probables and Possibles are composed of the most powerful swimmers in Hongkong and the majority are old Water Polo players, so that an excellent match is sure to be seen. The following are the teams:—

Probables:—L. E. Lammert, R. C. Witchell, A. H. Carroll, C. J. Cooke, A. E. S. Alves, C. Humphreys and Corporal Burke ("Buff").

Possibles:—A. A. Claxton, P. M. Remedios, J. M. Rosa Pereira, H. C. Sayer, J. Forbes, A. V. Barros and Corporal Morris, R.E.

The Hongkong Flying Squadron Team will be selected from the above swimmers, as also will the representatives for the different Championship events.

OSAKA SHOSHEN KAISHA.

PRESIDENT IN AMERICA.

Tokugoro Nakahashi, president of the Osaka Shoshen Kaisha, which has established a line of cargo steamers between the Orient and Puget sound, was a passenger on the steamship *Sibiria*, arriving yesterday from the Far East reports the *San Francisco Chronicle* of 15th ult. He will be present next month at the reception to be tendered by the Chamber of Commerce to a party of business men from Japan, who are now on their way here, coming by the steamer *Minnesota*, which plies to Seattle. The party is due early in September.

Nakahashi, who is making his second visit to the United States, will make a trip East, returning here in time to attend the reception. He is one of the foremost business men of Japan and is president of numerous large holding companies, capitalized at many millions of dollars.

Another distinguished Oriental passenger by the *Sibiria* was Wong Qien Wah, who comes here as a special commissioner on commercial affairs. He will visit Washington and the principal cities in the United States.

A VERGABLE MOSQUITO EXTERMINATOR.

Under this head a mosquito-destroying plant is described in *The Municipal Journal and Engineer* (New York). Apparently its introduction, however, would not be unattended with inconvenience. Says the writer:—

"The effort to eliminate malaria by exterminating the mosquitoes which are credited with transporting the germs is by no means confined to the United States and Cuba. The German Government has been carrying on operations along this same line, and is now investigating the practicability of importing into its colonies the water plant known as *arsita*, which plant is semi-tropical, and owes such efficacy as it may have in mosquito extermination to the fact that it completely covers the water in which it grows to a thickness of over two inches thus suffocating the mosquito larva and preventing the deposit of eggs in the water. As this is a semi-tropical plant, it is probable that it would not thrive in the northern part of this country. If any ideas are entertained of testing its virtues in the Southern States, we trust that the experience of a few years ago with the water hyacinth in southern waters will not be forgotten. It will be remembered that within a few years after the introduction of this water-plant it had spread so abundantly as to almost entirely interrupt navigation in certain rivers. Should the *arsita* take kindly to our Southern waters and spread over them a continuous layer of two or three inches of vegetation the result would certainly be disastrous. Until the existence or otherwise of this danger has been established, precautions should be taken by the Government against the introduction of any plant which offers such possibilities of becoming a veritable pest."

A SUIT THAT DID NOT FIT.

TAILOR VS. CUSTOMER IN THE SUPREME COURT.

In the Summary Court this afternoon, A Hoy, an outfitter of 50, Connaught Road Central, brought an action against Mr. L. G. Herrero, Consul-General for Panama, residing at Astor House, to recover the sum of \$25, being the price of a suit made to the order of the defendant. Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for the plaintiff, while Mr. F. X. d'Almada (of Messrs. d'Almada and Smith) represented the defendant.

The plaintiff stated that, on the 10th March, he made a suit to the order of the defendant which had been duly delivered to the latter. Defendant expressed satisfaction with the outfit but had since failed to pay the plaintiff the price of the suit.

The defence was that the suit did not fit. Defendant over and over again approached the plaintiff to have the suit made to fit properly but the latter flatly refused on each occasion.

During the proceedings, defendant tried on the suit in presence of the Court, whose one sleeve was found shorter than the other.

Some discussion took place over the words "To be very well made" written by the defendant supported by his signature. With regard to this, defendant said he was not an Englishman and some misunderstanding might have possibly been caused owing to his imperfect knowledge of English.

Judgment was entered for the plaintiff with costs.

PROHIBITION OF BOYCOTT.

SHANGHAI TAOTAI'S PROCLAMATION.

The Shanghai Taotai has issued a proclamation for general information, saying that the Manchurian questions have been settled, in their main points, by the Waiwupu and the Japanese Minister in Peking, and an amicable solution will naturally result. The Taotai is informed that treacherous persons have attempted to incite a boycott against Japanese goods in Shanghai, with a view to reaping selfish profits. Although he has seriously warned the mercantile classes against their inveigling, these treacherous characters have printed and distributed circulars widely. Such dangerous designs are indeed to be detested.

Owing to the many disasters that have occurred in different parts of the Empire there has been a very small demand for commodities of all kinds, and this has brought about a poor market. Should evil-doers and malcontents take advantage of a boycott to create trouble, the consequences would be too serious to contemplate. The Taotai has ordered the arrest of the ring-leaders and issues this proclamation for the information of the merchants. He would warn them against this hoax, and advise them to continue their business avocations as usual. Parties who compel others, says the proclamation, to join in the boycott will be punished, while those who lend their voices in support of the same will be dealt with in a similar way.—N. C. D. News.

RAUCY PONIES.

SHANGHAI GRIFFIN AUCTION.

There was only a fair attendance at to-day's auction at the Shanghai Horse Bazaar of the forty-seven griffins brought down by the *Kingsing*, says the *N. C. D. News* of 11th inst. Most of the animals were in very good condition. The highest price paid was Tls. 300 for a peculiarly coloured animal—half strawberry-rose half spotted. The well-known connoisseurs of China pony-flesh who was the buyer of this pony, also purchased during the afternoon a washy-col. bred blue-dun which fell to his bid of Tls. 250. Several ponies were sold at the latter figure including a yellow-dun with good bone, but in rather poor condition. Perhaps the animal that filled the eye more than any in the catalogue was a powerful light grey very symmetrical and well let down with, however, only brought Tls. 210. Bidding stopped for a large number of the animals when Tls. 150 had been reached buyers evidently having the British Navy Cup in their minds. A small compact seal-brown pony which only fetched Tls. 110 will possibly be heard of again in connection with the above race.

"BANTOS."

MIDDLEMEN IN JAPAN.

For some time, says Mr. Crowe, our Commercial Attaché at Tokio, in his annual report, an animated discussion has been going on in the vernacular and foreign Press as to the advantages and disadvantages of direct trade. One point in the discussion concerns the possible gradual elimination of the "banto," or at least a curtailment of his duties.

The "banto" occupies the position of chief of the Japanese staff of the firm, and most transactions are made through him. In this sense he is a middleman, and if one were to get rid of him one would be nearer "direct trade," while the "banto's" profits, which are often considerable, would vanish. There is, of course, the possibility that the "banto," if entirely dispensed with, might start in on his own account and, with his considerable knowledge of foreign business methods, prove a formidable competitor.

The head of one of the largest Japanese concerns told me that when he wanted to do business with a foreign firm, it was only with the greatest difficulty that he could get past the "banto" and see the principal. Most "bantos" are honourable and honest; some are not, and it is not always easy for a Britisher to find out at first whether his prospective "banto" as well as the other members of his Japanese staff, are all that they should be. British firms might take into consideration the advisability of insuring their employees with a Japanese insurance company doing daily guarantee business.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.
SZECHUAN-HANKOW RAILWAY.

[By courtesy of the "Sheung Po"]

Peking, 14th September.

Both Great Britain and the United States are desirous of participating in the loan for the construction of the Szechuan-Hankow Railway.

Grand Councillor Na Tu-g has given instructions to H.E. Liang Tun-yin, president of the Waiwupu, to exercise greater caution on the present occasion so as not to perpetuate the errors attending the flotation of the Canton-Hankow Railway loan.

SAMUN BAY.

[By courtesy of the "Sheung Po"]

Peking, 14th September.

The Ministry of Posts and Communications has sent telegraphic instructions to the Governor of Chekiang to the effect that the Ningpo Railway should connect with Samun Bay so as to link up with the Tientsin-Chinkiang Railway.

[The Central Government proposes to establish a naval base at Samun Bay.—Ed., H.K.T.]

MINISTRY OF EDUCATION.

PRESIDENT RESUMES DUTIES.

[By courtesy of the "Sheung Po"]

Peking, 14th September.

H.E. Yeung Hing, president of the Ministry of Education, has returned from leave and has since resumed his duties.

CHANG CHIH-TUNG.

ANXIOUS TO RETIRE.

[By courtesy of the "Sheung Po"]

Peking, 14th September.

Grand Councillor Chang Chih-tung has been ill for such a long time that he is anxious to retire altogether from active service.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate-General from the Manila Observatory at 3.32 p.m. yesterday:—
September 14th, 7 p.m. Typhoon over North China Sea moving W. or W.N.W.
Typhoon over North Mexico-Gulf moving W.
Typhoon North of Western Carolines direction unknown.

FUTURE SUPPLY OF RUBBER.

PLANTATION SHAREHOLDERS CAN SLEEP EASILY.

Some discussion has arisen as to the prospects of future supply of rubber from the Middle East. One correspondent estimates the amount of rubber planted in the Middle East to date at approximately 520,000 acres and the yield from same in 1914 at 140,000 tons. We should say there is something very wrong about such a statement. The world's demand at that date, he goes on to say, allowing for normal increase, should be about 105,000 tons, so that there would be a surplus of 35,000 tons, without taking into account the present annual output of 65,000 tons of wild rubber.

We may note that not long since Messrs. Gow, Wilson, and Stanton stated it will be found that the total quantity (of plantation rubber) that may be looked for when all the rubber now planted has become mature, perhaps 35,000 tons, will give little cause for anxiety on the score of over-production, as seven years hence the world's requirements should amount to over 100,000 tons, supposing that the average rate of increase in consumption continues.

Our contemporary, the *Financier*, also points out that if 140,000 tons are obtained in 1914 from the present planted area no one will have much cause to grumble, and there are those competent to express an opinion on this point who put the output five years hence at just about double that amount. By that time one of two things will have happened. Either the world's consumption of rubber will have enormously increased, and available supplies will be absorbed as they come forward, or, through increasing production in South America, Africa, and the Middle East, will have put supply considerably in excess of demand, with the inevitable result—a fall in the selling price of rubber. Then will come the battle with wild rubber, in which plantation should prevail. Meanwhile, however, supply is not likely to create demand for some time to come, and plantation rubber shareholders can sleep easily.—Ed., H.K.T.

RAUB GOLD MINE.

DIRECTORS' REPORT.

The directors present the balance sheet and profit and loss account for the year ending 31st March, 1909, the Singapore accounts incorporated therein being closed on the 28th February, 1909.

In reference to the foregoing accounts, the directors desire to point out the extremely satisfactory improvement that has taken place in the financial position of the Company during the past year. This feature has been very largely brought about by the highly successful efforts in mining operations undertaken by the General Manager (Mr. W. H. Martin, M.I.M.E.), who has furnished an annual report, which, following the usual practice, has been forwarded to each shareholder.

The directors have to announce that Mr. W. H. Martin, whose term of appointment will very shortly expire, has decided to retire from the position of General Manager of the Company. In making this announcement, which is done with considerable regret, the directors desire to place on record their very high appreciation of the services rendered to the Company by Mr. Martin during his term of office.

PROFIT AND LOSS.

1908.—April 1, Balance	£1,191
1907.—March 31, Directors' and Auditors' Fees, Salaries and Charges—Brisbane	340
Wages and Expenses at Raub, including Cost of Singapore Office and Directors' Fees	35,741
Amounts written off for depreciation and cost of up-keep of machinery and plant, electrical plant and installation, buildings, furniture, also consumption of tools, implements, stores, timber and fuel	5,250
Balance	8,498

£53,022

1909.—March 31, By Gold Account:

Net Proceeds of 13,974,787 ozs.

from 74,920 tons, after payment of royalty, cost of transit, insurance, etc.

£53,012

£53,022

FIFTEENTH ANNUAL MEETING.

The fifteenth annual meeting of the Raub Australian Gold Mining Company, Ltd., was held at the registered offices, Queens-street, Brisbane, Mr. De Burgh Perse, chairman of the company, occupied the chair.

The Chairman, after moving the adoption of the balance sheet and report, said he was very pleased to call attention to the great change that had taken place in the company's financial position during the past year. The company had succeeded in wiping off the balance due on the debenture account, and had reduced their outstanding liabilities from an amount of approximately £14,500, as shown by the balance sheet presented to the meeting last year, to £7,500 this year. This satisfactory feature had been largely brought about by the highly successful mining operations conducted by the company's general manager, Mr. W. H. Martin, M.I.M.E. The shareholders certainly, in his opinion, owed a debt of gratitude to the officers of the company for the manner in which the finances of the company had been looked after during the past year. He regretted to have to announce that Mr. Martin had decided to retire from the position of general manager of the company after a number of years' residence at Raub. Information had been received by the directors that a successor had been selected in London to take his place, and it was satisfactory to know that Mr. Martin had agreed to revisit the mines whenever it should be necessary, and to continue to aid the company by his advice and supervision. The crushing returns from Raub had been kept up in a most satisfactory manner throughout the past year. Without wishing to be regarded as optimistic, in his opinion the affairs of the company would with careful management still continue to improve, and that brighter prospects were ahead, a large amount of development work having been done during the past year. In conclusion, he expressed the hope that when the annual meeting was held next year he would then be able to place before the shareholders a still more encouraging and satisfactory report.

Mr. James Forsyth, M.L.A., seconded the motion, which was carried unanimously.

The retiring directors, Messrs. Robert Philip, De Burgh Perse, James Forsyth, G. F. Scott, and also the auditor, Mr. T. A. Bond, were re-elected at the same remuneration as formerly.

A vote of thanks to the directors, both at Brisbane and Singapore, the general manager and officers of the company, was passed, and the meeting terminated.—*Brisbane Daily Mail*.

CHINESE TRADE AND SILVER.

Some interesting remarks on Chinese trade and its effect on the silver market appear in Messrs. Samuel Montagu's letter last month. They say: "It is reported officially that the foreign trade with China indicates that the excess of imports into that country over exports dwindles year by year, and that the excess for 1908 is smaller than any since 1900. Apparently a change is taking place in the industrial conditions of the Chinese Empire, which not only must produce far-reaching effects beyond its borders, but also by disturbing the balance of trade will demand silver in increasing quantities for the adjustment of such balance. At such Chinese port there is a decrease in the import of opium; this is a loss to Indian trade, but a desideratum to all well-wishers of China—if not accompanied with increased cultivation of that drug within the country itself. This fact of decreasing imports is the key to the large lock-up of sycee in China, and also the heavy purchases of forward silver carried here from time to time on China account. It is not too much to say that at the present time, owing to an almost total absence of imports, China is gripped with silver."

CHINA CALLED TO THE PHONE.

A MODERN AMERICAN SYSTEM ORDERED FOR PEKING.

New York, August 7.

Add an inch to every shirt tail in China (so some disciple of Walter Ballard down South has figured it) and our Southern States could export 2,500,000 more bales of cotton to the Orient every year. Prophetic figures about China—but which have to do with telephonic installation—were spun out along the same lines yesterday in the offices of the Western Electric Company at 453 West street when O. D. Street of the Western Electric told of the contract for the installation of a modern American telephone system in Peking that has just been awarded by the Chinese Empire to his company against the bids of Edglish, German, French and other foreign manufacturers.

A commission composed of three Chinese Government officials toured Europe and America about two years ago to look over telephones. The commission agreed with the Western Electric people—who manufacture the Bell Telephone Company's equipment—that New York has the best telephone system in existence. A cablegram just received from the Western Electric's Chinese agents, the Arohold-Karberg Company of Tientsin, announcing the award from the Chinese Government is the result.

The two switchboards that will first be installed in Peking, one at each end of the city, will cost approximately \$150,000.

"This opening contract," explained Mr. Street yesterday, will call attention to the tremendous field now open to electrical companies throughout the United States, for this is but a beginning and the field is open to all. It's another indication of the awakening of the Chinese to the value of modern things.

"China really has no telephone system now. For the 400,000,000 or more souls in the empire there are about 2,000 telephones. These are all of the old hand ringing, obsolete kind and are installed mainly in the homes of foreigners who use them merely for social intercourse, not for shopping and trade as we do. They couldn't use them as New Yorkers do if they wanted to because each little exchange connects about 100 phones, and no two exchanges have trunk connection."

Mr. Street gave a better notion of the possibilities open to enterprising American manufacturers when he gave a forecast of what will come to pass if China shows an increase of only 1 per cent. in the use of telephones in the next twenty years. "It has been estimated that if the United States keeps up only its present rate of telephone expansion there will be one telephone to every five Americans twenty years hence."

"But suppose China's increase during a like period," said Mr. Street, "were only 1 per cent.—a ridiculously low figure, compared to ours—China in 1930 will have 400,000 telephones, which with the switchboards and other equipment will mean a Chinese expenditure of \$1,000,000,000."

When the Chinese telephone commission visited New York and European cities two years ago everybody got busy. The Western Electric sent one of the company engineers, G. E. Pingree, to Peking, where he was joined by representatives from Siemens & Halske, the big German concern; the Ericsson people and the English and French bidders.

The death of the Chinese Dowager Empress and of the Emperor delayed negotiations for some time. The empire, however, will go ahead tentatively with the two switchboards, several hundred thousand feet of lead covered aerial and underground cable—most of it underground—and a first installation of 2,500 telephones as a starter.

Later on the Government intends to install plants at Tientsin, Canton, Hankow and other big Chinese cities. The switchboards will be copies of the board used in New York and the telephones will be of modern type. It is probable that the "hello" persons will be Chinese girls. The Chinese girls make excellent operators in the Chicago exchange of San Francisco.

"The Chinese," Mr. Street remarked, "are fortunate in starting out with a trunk system of the very latest type. We've had to learn and progress here by experiment and experience, wrecking the old equipment as we went along. The boards we shall install in Peking will have a capacity for 10,000 telephones. The Government, of course, will control the service."

"When the Chinese commission visited this country they found that the United States had about 2,000 exchanges, each larger than the two we are to place for them combined, and about 15,000 other exchanges, any of which is larger than either of the Peking exchanges. But they need not be ashamed of the plant they will have in operation very soon over there."

The contract specifies that the equipment must be delivered at Tientsin by February 3, 1910. Consequently it has to be manufactured and sent half way around the world in just six months. The installation will be under the supervision of American engineers, who will remain in Peking until the Chinese operators have mastered the work.

There seems to be no worry about the short time allowed for the delivery of the equipment. Last fall when the Gutenberg exchange, which handles the calls of the busiest section of Paris was destroyed by fire the French Government put a time limit on the contract for new equipment that scared all the European manufacturers. American enterprise jumped in unafraid. A switchboard was made in Hawthorne, a suburb of Chicago, in a hurry. Then it was shipped to New York and sent to France by fast boat. It was accepted in Paris by the French Government just sixty days from the time work was begun on it in Illinois.

The prefect of Mukden has given an emphatic denial to the Chinese reports that have been circulated in Peking and Shanghai that a Japanese has assassinated the Prefect of Fushun in connection with the reconstruction of the Antseng-Mukden railway.

Today's Advertisements.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELTA,"
Captain B. W. H. Snow, will leave for SHANGHAI TO-MORROW, the 16th September, at Daylight.

For Freight and Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th September, 1909. [4]

TO LET.

IN No. 6, DES VUEX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 15th September, 1909. [58]

SHIPPING RINGS.

"NONE SO BLIND &c."

It was Sir Arthur Young's Report on the Administration of the Straits last year that called particular notice to the damage the trade of the Colony was suffering from, in respect of the operations of the Shipping Conferences, which keep away tramp steamers and thus are enabled to establish a monopoly of freight carrying, which is being used to establish rates double or treble what they were before the advent of the Conferences.

In the current report, the Colonial Secretary says:—

I referred in my report for the year 1907 to the Shipping Conference in force here, and the effect of the control by that Conference of the freight rates in practically precluding any sailing vessel from obtaining cargo in the Colony, and placing a like embargo upon the economically run "tramp" steamers, British mainly, which used to participate largely in the important over-seas carrying trade.

I also referred to the report of a Sub-Committee of the Chamber of Commerce, Singapore, which emphasized the fact that a practice exists under which these Conferences pay a preferential or so-called "secret" return of 5 per cent. on the total of all freights earned from the Straits by Conference Steamers to a limited number of privileged firms or persons, and mentioned that this Sub-Committee had placed on record that these privileged firms, among whom are foreign firms, were placed at an advantage over other merchant shippers in the Colony.

The Royal Commission on Shipping Rings has since made its report and the majority have advised that it is inexpedient that the system of deferred rebates be prohibited by law, but adopt as their main recommendation that if the Conference system is abused the shippers and merchants in a given trade should form themselves into an association so that they might be able to present an united front to the Conference when any controversy arose.

The merchants and shippers of this Colony act in a large number of cases also as agents for ship-owners and it remains to be seen how far this recommendation can be adopted here.

In the last two paragraphs lies the key of the position. The Royal Commission did not deem it expedient to recommend the prohibition of deferred rebates by law, but recommended combination among the merchants. There are very few merchants in the Straits who are outside the influence of the Shipping Ring, and those within it are paid a preferential rebate not to interfere. Obviously therefore the resort of the merchant to combination is impossible here. But we once more quote from the Report of the Royal Commission on Shipping Conferences on the secret rebate. "If that paragraph, combined with this second marked reference to the operations of the Conference by the Colonial Secretary, are not sufficient to indicate to the mercantile community the remedy that lies to their hands, we shall cheerfully subscribe to the applicability of the saying to our circumstances, 'that a nod is as good as a wink to a blind horse.' These are two pregnant sections of the Royal Commission's Report:—

"The inference seems irresistible that the effect of bringing the Straits Settlements under the operation of a Shipping Ring has been to raise materially the rates of freight, and at the same time to damage the interests of British shipping generally by substituting foreign liners for British tramp steamers and sailing vessels. (Page 105)

"The chief exception [to the granting of uniform rates to all shippers large and small] is the case of the Straits Homeward Conference, in which an agreement has been made by the Conference with certain of the more powerful merchant firms granting them a considerable preference in the form of an extra rebate. The circumstances of this case are very exceptional and may, if the course adopted be persisted in, call for legislation."—*Singapore Free Press*.

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of India*) 16th inst.
Indian (*Kamsang*) 19th inst.
German (*Lusatia*) 22nd inst.

The C. N. Co.'s s.s. *Tamara* left Manila on 14th inst., and is due here on 17th inst.

The s.s. *Indra* left Singapore on 10th inst., and is due here on 16th inst., p.m.

The I. C. S. N. Co.'s s.s. *Kamsang* from Calcutta and the Straits left Singapore for this port on 14th inst.

The C. P. R. Co.'s s.s. *Empress of China* left Yokohama on 14th inst., at 3 p.m., for Victoria and Vancouver, B.C.

The Chargeurs Reunis s.s. *Antal Dupire* is expected to arrive here on 20th inst., and will probably leave on 21st inst., afterwards.

Today's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENDORAN,"
FROM ANTWERP, LEITEN, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whences and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 15th September, 1909. [660]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *India*.
From Calcutta, ex S.S. *Japan*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 21st inst., at 4 A.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 15th September, 1909. [4]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to a
Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VANCOUVER, I.C. TAOMAI & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
<i>Saville</i>	6,232	S. Shotton	1909 2nd Oct.
<i>Ozama</i>	4,057	F. W. Davies	21st Oct.
<i>Kumari</i>	6,232	J. Mathie	18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODD, R. & CO., LIMITED
General Agents.

Queen's Buildings,
Hongkong, 15th September, 1909 [70]

Intimations.**CHEESE****CHOICE CANADIAN****STILTON:**

60 Cents per lb.

THE

DAIRY FARM Co., LIMITED.

Hongkong, 15th September, 1909. [580]

PILSENER**"ASAHI"**

AND

"SAPPORO"**BEER.****LIGHT AND****REFRESHING****SUMMER****BEVERAGE.**

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VICTORIA DISPENSARY.

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AND

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SOLE AGENTS:

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Test for 15 years as an Ideal Scotch for this

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\$14 - - - Per Case.

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RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 2TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 3RD.
"EMPRESS OF CHINA" SATURDAY, NOV. 6TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" will depart from Vancouver with a Special Mail Express Train and at Quebec with the Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.
Through Passengers are allowed stop over privileges at the various points of interest on route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port \$42.
Via New York \$45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. URADDUCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	HINSANG	THURSDAY, 16th Sept., 4 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	NAMSANG	THURSDAY, 16th Sept., Noon.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	TINGSANG	FRIDAY, 17th Sept., 4 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	CHEONGSHING	FRIDAY, 17th Sept., 4 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	LOONGSANG	FRIDAY, 17th Sept., 4 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	KWONGSANG	SATURDAY, 18th Sept., 4 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	WINGSANG	SUNDAY, 19th Sept., Daylight.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	FOOKSANG	THURSDAY, 23rd Sept., 2 P.M.
SAIGON, SHANGHAI, YOKOHAMA, KOBE, SHANGHAI, MOJI, SHIMIDZU AND YOKO-HAMA	YUENSANG	SATURDAY, 24th Sept., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).
The steamers *Kinsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chafon, Tientsin & Newchwang.
Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Simpang, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 15th September, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SHANGHAI, SWATOW, AMOY & SHANGHAI	"CHINHUA"	16th Sept., 4 P.M.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"HANYANG"	17th " " Noon.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"HONGKIANG"	17th " " 4 P.M.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"CHENGAN"	19th " " Daylight.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"LIANGHONG"	19th " " " "
SHANGHAI, SWATOW, AMOY & SHANGHAI	"SHINGAN"	21st " " 9 A.M.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"TAMING"	21st " " 3 P.M.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"HUICHOW"	22nd " " 4 P.M.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"TAIYUAN"	23rd " " " "
SHANGHAI, SWATOW, AMOY & SHANGHAI	"ANHUI"	23rd " " " "
SHANGHAI, SWATOW, AMOY & SHANGHAI	"SHANTUNG"	24th " " " "
SHANGHAI, SWATOW, AMOY & SHANGHAI	"LINAN"	26th " " Daylight.
SHANGHAI, SWATOW, AMOY & SHANGHAI	"TEAN"	28th " " 3 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, TWICE Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinkiang*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.
Fares including wines—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 15th September, 1909.

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ROBI	4540	R. W. Kimball	MANILA	SATURDAY, 18th Sept. at Noon.
ZAFIRO	4540	R. W. Kimball	"	SATURDAY, 18th Sept. at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct., 1909, at Noon.
S.S. MANSHU MARU	5,000 " "	" 10th Dec., 1909, at Noon.
S.S. AMERICA MARU	6,000 " "	" 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 14th September, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO-HAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	SATURDAY, 2nd Oct., at Noon.
Do	"FITZPATRICK" Capt. E. K. Hatchinson	4,416	SATURDAY, 23rd Oct., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSAI v. SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 19th Sept., at 10 A.M.
HANGHAI via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Capt. Y. Fushino	THURSDAY, 23rd Sept., at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHJHU" MARU and "BUJUN MARU". First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 15th September, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SHANGHAI, MOJI, KOBE, SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Capt. N. Mathieson, Tons 7037	WEDNESDAY, 23rd Oct., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 17th Sept., at Daylight.
SYDNEY AND MELBOURNE, via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	TANGO MARU, Capt. S. Ishikawa, Tons 8000	TUESDAY, 22nd Sept., at 4 P.M.
YOKOHAMA AND KOBE	AKI MARU, Capt. K. Sato, Tons 7020	TUESDAY, 12th Oct., at 4 P.M.
YOKOHAMA AND KOBE	KUMANO MARU, Capt. M. Winkler, Tons 6300	THURSDAY, 10th Sept., at Noon.
YOKOHAMA AND KOBE	YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 29th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 19th Sept., at Noon.
KOBE and YOKOHAMA	IYO MARU, Capt. S. J. G. Parsons, Tons 6500	FRIDAY, 17th Sept., at Noon.
YOKOHAMA AND KOBE	KITANO MARU, Capt. F. K. Cope, Tons 5000	THURSDAY, 23rd Sept., at Noon.
SHANGHAI, MOJI AND KOBE	OEYON MARU, Capt. Fred. Pys, Tons 6300	FRIDAY, 17th September, A.M.
HONKAI, via SINGAPORE AND COLOMBO	YEBOSHI MARU, Capt. E. Kato, Tons 4500	THURSDAY, 16th September.

† Cargo only.

† Fitted with new System of wireless telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUZ and PORT SAID.

The Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong, as follows:—

Atsuta Maru	(Capt. W. Thompson)	About Wednesday, 22nd September.
Miyasaka Maru	(Capt. T. Murai)	About Wednesday, 20th October.
Kitano Maru	(Capt. F. K. Cope)	About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, Fifth Floor, Chater Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP COMPANY).REGULAR FREIGHT SERVICE
TO
SAN FRANCISCO, MEXICO, PERU,
CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ,"
expected to arrive on or about September.For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 27th July, 1909.

FOR SINGAPORE, PENANG AND
CALCUTTA.Taking Cargo on through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship

"CATHERINE APCAR,"

Captain G. F. Hudson, will be despatched for the above Ports on FRIDAY, the 17th instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 15th September 1909.

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR NEW YORK via PORTS AND
SUZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" ... On 17th September, 1909.

For Freight and further information, apply to—
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th August, 1909.

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cuddy, will be despatched as above on or about 27th September.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 4th September, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER B.C., TACOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA.

STEAMER

CAPTAIN

SAILING DATE

S.S. "SUIHO" 6,212 S. Shonan 10th Sept.

S.S. "KUMORI" 4,657 F. W. Davies 21st Oct.

S.S. "KUMORI" 6,232 J. Mathie 18th Nov.

* These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to
DODWELL & CO., LIMITED
General AgentsQueen's Buildings
Hongkong, 31st August, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG HAI" Capt. R. S. ORROW

Leave Hongkong for Canton at 9 a.m. every Tuesday (Saturday excepted).

Leave Canton for Hongkong at 1.30 p.m. every Tuesday (Sunday excepted).

These five Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHIU ON S.S. CO., LD.

No. 5, Queen's Road West.

Hongkong, 27th April, 1909.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched for the BOMBAY, etc., on SATURDAY, the 18th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mores*, 11,000 tons, from Calcutta. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay to the R.M.S. *Egypt*, due in London on 30th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further particulars, apply to

L. A. HAWKITT,
Superintendent.

Hongkong, 6th September, 1909.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SURUGA" On 4th October.

FOR BOSTON AND NEW YORK:

S.S. "ATHOLL" On or about 16th Oct.

For Freight and further information, apply to—
DODWELL & CO., LIMITED,
Agents.

Hongkong, 15th September 1909.

Intimations.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DEALERS

in all kinds of hand-made

DRAWN and EMBROIDERY CHINESE

LINE GRASS CLOTH, PEWTER

WARE, &c.,

all of the best quality.

Hongkong, 5th August, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unskilled some

species of engraving, care must be taken to

have the work done in a perfect, high toned

manner, in order to take special precaution

against possible danger; I use fresh materials

daily.

The copying of Portraits with distinct

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	150,000	\$185	\$125	{ \$1,500,000 \$1,510,000 \$250,000 }	\$2,000,819	{ Interim of £2 for account 1909 @ ex 1/91 = \$2.72	{ \$99 1/2 buyers London 1/93
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$30,000 }	\$30,553	\$2 (London 3/6) for 1903	\$6 1/2 buyers
MARINE INSURANCES.							
Ganster Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$234,757 \$11,000 }	none	\$4 for 1907	7 1/2 % \$180 sellers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 1,500,000 Tls. 224,747 Tls. 118,377 }	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 % Tls. 118
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	{ \$2,000,000 \$295,448 \$205,448 \$681,809 }	\$8,464,931	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 % \$840 sellers
Yangtze Insurance Association, Limited	18,000	\$100	\$60	{ \$1,000,000 \$294,475 \$299,164 }	\$7,767,637	\$12 and bonus \$3 for 1907	7 1/2 % \$135
FIRE INSURANCES.							
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$2,000,000 \$295,668 \$29,802 }	\$375,341	\$6 and bonus \$2 for 1907	7 % \$115
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$248,173 }	\$368,211	\$27 for 1907	8 % \$355 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$21	{ \$7,000 \$204,638 }	\$1,025	\$1 for 1906	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$20,000 \$20,000 }	Nil.	\$1 for year ending 30.6.1908	7 % \$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$7,000 \$204,638 }	\$27,170	Interim of \$1 1/2 for account 1909	7 1/2 % \$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £240,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	\$60
do. do. (Deferred)	60,000	£5	£5	{ £10,000 £240,000 }	£13,755	{ Final of 2/- for 1908 and interim of 1/- for a/c 1909	7 1/2 % buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£61,817	{ \$1.00 \$0.50 } for year ending 10.4.1909	4 % \$26 3 1/2 % \$15 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$48,000 }	\$3,121		
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$20,000 \$16,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 % \$147 1/2
Lucas Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$7,000 Tls. 50 }	Dr. \$135,808	\$3 for 1897	\$24
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.8.08	Tls. 315 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£11,556	{ Interim of 1/6 (coupon No. 12) for year ending 30.6.09	7 % Tls. 18.20 s.
Rio de Janeiro Gold Mining Company, Limited	150,000	£1	£1	{ £150,000 £150,000 }	Dr. £4,191	No. 12 of 1/- = 48 cents	\$8 1/2 buyers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$45,000 \$550,000 \$25,806 }	Dr. \$7,421	\$1.75 for year ending 31.12.06	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$300,000 \$25,806 \$40,000 }	\$30,102	None	\$60 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$250,000 \$27,173 }	\$345 1/2	Interim of \$1 1/2 for account 1909	1 1/2 % \$60 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,337 }	Tls. 6,16	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 % Tls. 79 sellers
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 360,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 1/2 % Tls. 147 1/2 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 10,183 }	Tls. 4,154	Tls. 6 for year ending 30.2.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	10,000	\$10	\$10	{ \$10,000 \$64,077 }	\$24,611	\$1.20 on old and 60 cents on first new issue	\$17 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$60,000 \$14 1/8 }	\$9,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$72 ex div.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$500,000 \$25,173 }	\$26,475	Interim of \$1 1/2 for account 1909	\$44 new \$105 sellers
Hempshires Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$41,861 }	\$5,486	60 cents for 1908	\$9 1/2 sellers
Kowloon Land & Building Company, Limited	6,000	\$50	\$50	{ \$300,000 none }	\$278	\$1 1/2 for 1908	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 300,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 % Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 none }	\$1,968	Interim of \$2 for account 1909	8 1/2 % \$44
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 45,919 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	3 1/2 % Tls. 137 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 \$30,000 }	\$9,553	50 cents for year ending 31.7.08	6 % \$6 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	Tls. 91
Loan-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000 Tls. 175,000 }	Tls. 4,839	Tls. 4 for 1908	Tls. 112 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 175,000 }	Tls. 15,911	Tls. 50 for 1906	Tls. 445 sales
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,504	12 1/2	12 1/2	{ \$1,000 \$4,000 }	£648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$10	\$10	{ \$600,000 \$40,000 }	Nil.	\$1.00 or 1908	9 % \$13 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$10,000 }	\$61,138	50 cents for year ended 28.2.06	\$8 1/2 sellers
China Provident Loan & Mortgage Company, Ltd.	185,000	\$10	\$10	{ \$1,850,000 \$14,077 }	\$1,407	80 cents for 1908	8 1/2 % \$9.60 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$8,000 }	\$48	\$1.30 for year ending 31.7.08	7 1/2 % \$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$18,000 }	\$3,752	Final of 50 cents making 90 cents for 1908	10 % \$8.50 sellers
H. Price & Company, Limited	18,000	\$10	\$10	{ \$180,000 \$5,000 }	\$3,700	80 cents for year ending 31.12.08	8 % \$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 none }	\$5,105	\$1 and bonus 20 cts. for year ending 29.1.09	6 % \$10 1/2
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$7,616 }	\$7,616	Interim of \$2 for account 1909	10 % \$188 sellers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$10	\$10	{ \$50,000 \$30,000 }	\$3,190	Interim of \$1 for account 1909	8 1/2 % \$44 sellers
Mauchamp & Co. (Contributory)	25,000	Gs. 100	Gs. 100	{ Tls. 250,000 Tls. 52,914 }	Tls. 116,658	£2 Quarterly div. of Tls. 12 1/2 for account 1909	4 % Tls. 965 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$1,000 }	\$1,201	50 cents on fully paid shares and 8 cents on \$2 paid shares for year ending 30.4.09	6 % \$14
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 none }	Pa. 18,649	None	3 % \$1.40 \$9 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,520 Tls. 75,000 }	Tls. 5,350	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 131 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 none }	Dr. \$56,602	None	\$23 sales
Steam Laundry Company, Limited	30,000	\$5	\$5	{ \$150,000 none }	\$250	40 cents for year ending 31.5.08	7 % \$18 1/2
Union Waterboat Company, Limited	10,000	\$10	\$10	{ \$100,000 none }	\$171	60 cents for year ending 31.12.08	5 % \$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$100,000 \$46,000 }	\$341	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$25,000 }	\$2,613	Final of 30 cents for 1908	6 1/2 % \$8 sellers
William Powell, Limited	11,000	\$7	\$7	{ \$77,000 none }	\$711	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	4 % \$4 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	46,000	2/-	2/-	{ none none }	none	50 % - 6/- per share for year 1908	{ £14/9 £14/6 }
do. do. (partly paid)	1,031,000	2/-	1/9	{ none \$74.30 }	\$11,205	25 % for year ending 31.1.07	\$16 buyers
Balgownie Rubber Estate, Limited	20,000	\$10	\$10	{ none none }	none	None	{ £1.10/- £1.70 }
Castlefield Rubber Estate, Limited (fully paid)	6,300	£1	£1	{ none none }	none	None	{ £3.4.6 £3.4.6 }
do. do. (contributory)	24,700	£1	17/6	{ none £8,784 }	none	None	{ £1.11/- buyers £1.4 ex div. b.
Highland & Lowland Para. Rubber Co. (fully paid)	181,444	£1	£1	{ none none }	none	None	{ £1.11/- buyers £1.4 ex div. b.
do. do. (contributory)	181,444	£1	£1	{ none none }	none	None	{ £1.11/- buyers £1.4 ex div. b.
Kuala Lumpur Rubber Co., Limited	181,444	£1	£1	{ none none }	none	None	{ £1.11/- buyers £1.4 ex div. b.
Linggi Plantations, Limited (ordinary)	930,000	2/-	2/-	{ none none }	none	None	{ £1.11/- buyers £1.4 ex div. b.
do. do. (7% pref.)	10,300	£1	£1	{ none £4,000 }	none	None	{ £1.11/- buyers £1.4 ex div. b.
Ragalla Rubber Company, Limited (ordinary)	23,500	\$10	\$10	{ none none }	\$6,722	{ 7 % for year 1908 15 % for year ending 31.1.03 }	{ \$35 sellers nominal }
Ledbury Rubber Estates Limited	62,000	\$10	\$10	{ none none }	none	None	{ £1 buyers £1.5/- }
do. do. (contributory)	40,000	£1	7/6	{ none none }	none	None	{ £1 buyers £1.5/- }

* These shares are entitled to half of the profits

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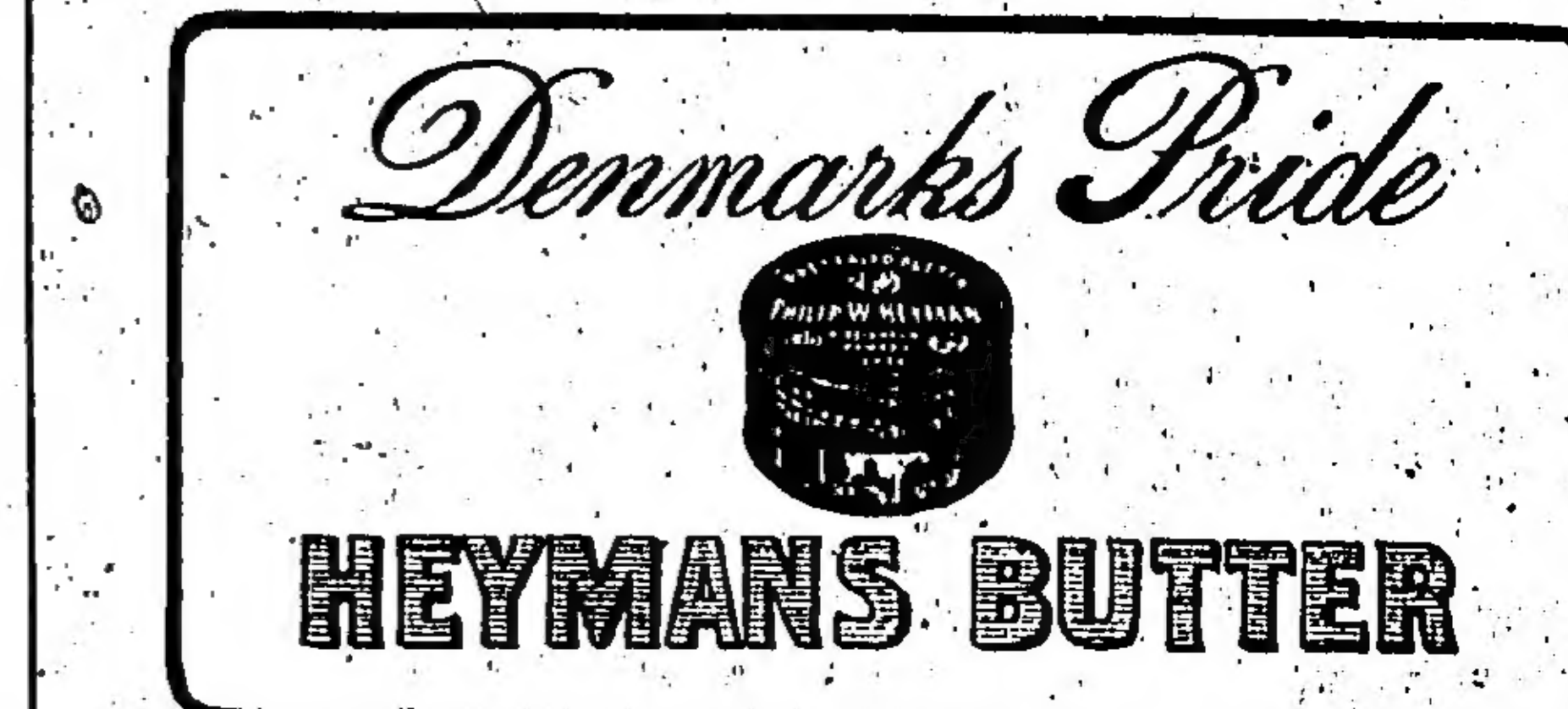
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